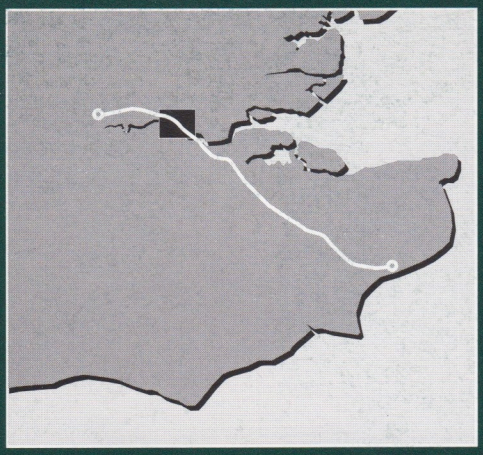

union
RAILWAYS

Barking to the Thames

The new Union Railway described

Barking to the Thames

The Union Railway is planned to run from Stratford to east of Barking in tunnel, avoiding the disruption which would be caused by a surface route.

From Barking to Purfleet, the Union Railway route runs beside the existing railway, on its south side, to limit disturbance. The impact on Aveley, Wennington and Rainham Marshes is kept to the minimum by running on an extension of the existing railway embankment.

The route passes along the south side of the Purfleet by-pass and crosses under the Queen Elizabeth II Bridge approach. The Union Railway will tunnel under the Thames to Kent. It will be in tunnel beneath the internationally important nature conservation site on West Thurrock Marshes, to avoid disturbing it.

Stations could be provided at Rainham or Purfleet. A station could be built at Barking Reach on the Tilbury Loop Line.

At Forest Gate, an improved junction will be built on the existing railway, to enable Network SouthEast express trains from the proposed CrossRail line across London to join the Union Railway near Ripple Lane Freightliner terminal.

Open for detailed route information

THE UNION RAILWAY

This booklet provides information about the route which the Government has announced for the Union Railway, the high-speed railway between London and the Channel Tunnel.

The Union Railway is designed to provide:

- **The main railway between Britain and continental Europe.**
- **A major increase in capacity and improvement in the quality of journeys between Kent, Essex and London.**
- **The transport spine for the development of the East Thames Corridor.**

The route has been chosen by the Government from options developed by Union Railways Limited, the agency company set up by British Rail in 1992. The engineering, environmental and financial plans for the Union Railway have been produced in association with more than 40 leading private-sector consultancies.

The detailed proposals for the railway will be refined and developed only after consultation with those affected. You can find out more by visiting our Information Centres - dates and times of their visits to your area will be announced in the local press.

This booklet also gives brief details of Union Railways policy on a range of issues - you can find more information in other Union Railways leaflets.

WHY IS THE UNION RAILWAY NEEDED?

The Union Railway will provide the essential capacity to meet fast-rising demand for international rail travel, following the opening of the Channel Tunnel. Around the turn of the century, the existing railways in Kent and South-East London will be unable to cope with the predicted growth in demand for travel.

The Union Railway will also offer major improvements in the quality of journeys between Kent, Essex and London - much faster journeys, greater reliability, and a wider range of destinations.

The Union Railway will carry both the growing international traffic, and more than 25,000 commuters each day, in much less space than a motorway, with much less damage to the environment.

As international trains and Network SouthEast express trains will use the Union Railway, existing railways will have more room, not only for improvements to passenger services, but also for international freight traffic attracted by the Channel Tunnel. This freight would otherwise cause a major increase in lorry journeys, and up to 45 million kg of additional exhaust emissions every year. The Union Railway could also itself carry freight.

THE CHOICE OF ROUTE

The route chosen by the Government, and described in this booklet, is based on the easterly approach to London, which the Government adopted in 1991. That corridor has been studied to find a route which is capable of meeting environmental standards, and which can provide regeneration opportunities and improved rail services within the South-East. While principally conceived as a twin-track, high-speed passenger railway, the route is also capable of carrying freight trains.

The new route runs to the Channel Tunnel from a new station at Kings Cross/St Pancras in London. It can also carry international trains from London Waterloo via the existing London to Chatham line and a link line from Longfield to the Union Railway near Gravesend.

BENEFITS FOR THE SOUTH-EAST

More than half of the peak-period trains on the new railway will be for travellers within South-East England. With new Network SouthEast express trains, the Union Railway can transform rail travel between Kent, Essex and London. It will carry many more people, with much shorter journey times, more reliably and in much greater comfort, to new destinations.

The Union Railway presents opportunities to support the South-East's economy, by improving transport links for development in the East Thames Corridor and for other regeneration projects along its route.

LIMITING DISTURBANCE

The Union Railway route is the result of a comprehensive sifting process, which rejected any option which did not meet the environmental standards normally applied to major infrastructure projects. Scope to further limit effects on people, property and the environment will be discussed during the consultation process - the results of this will be carefully taken into account.

It is intended that the construction of the Union Railway will be carried out under a strictly enforced Code of Practice, to be drawn up in consultation with Local Authorities. Construction traffic would use railway land whenever possible, to limit disturbance.

PROPERTY EFFECTS

By next winter, the detailed route of the new railway is expected to be reserved, or "safeguarded", against other development. It is expected that details of property purchase arrangements will be announced at that stage.

DISCUSS YOUR CONCERNS

Union Railways wants householders, property owners, and all others affected by its proposals to have an opportunity to discuss them in detail with designers, planners and environmental specialists. This will be possible at the Information Centres which will be visiting about 40 locations along the route. The location and opening hours of the Centres will be announced in the local press.

Consultation is also being carried out with Local Authorities and other interested bodies. The Information Centres will return in the autumn to provide details of the outcome of the consultation process.

The Information Centres are intended to provide the best opportunity for direct contact with Union Railways. But if you are unable to visit one of the Centres, or if you would like more information, then please write to the address overleaf, or phone 081 760 5002 and speak to one of the liaison team.

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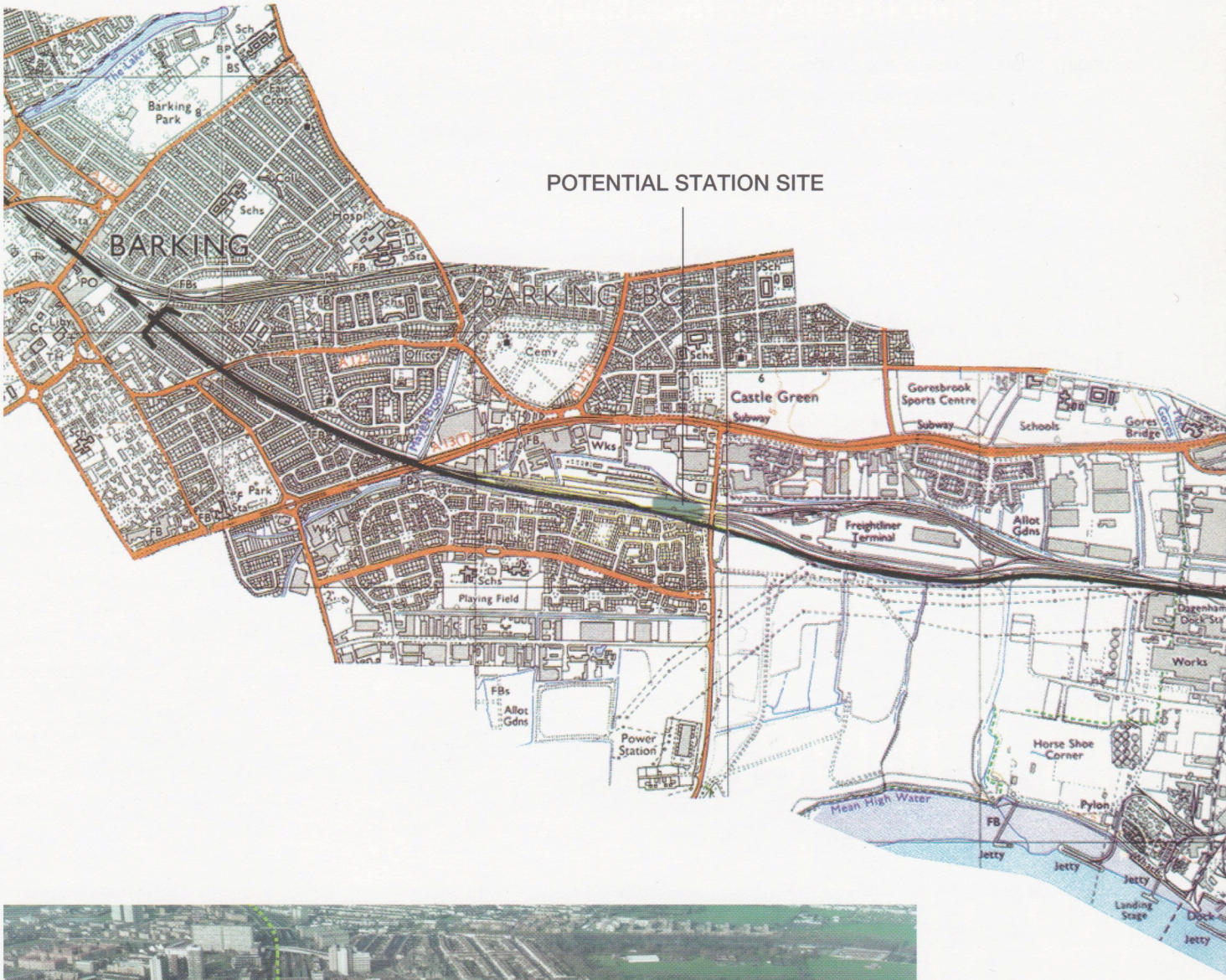
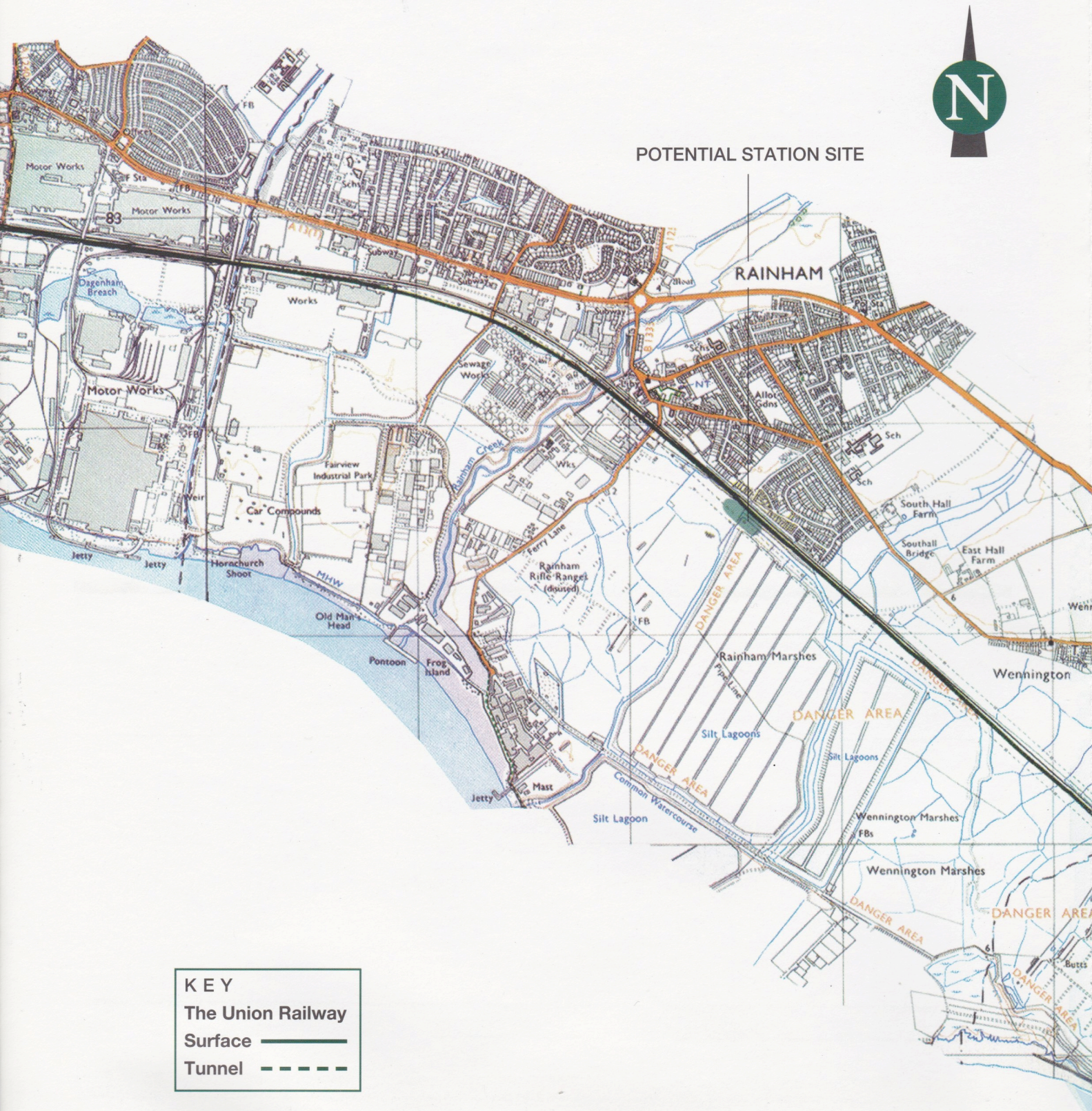

POTENTIAL STATION SITE
BARKING
BARKING BC
Barking Park
Castle Green
Subway
Goresbrook Sports Centre
Schools
Gores Bridge
Freightliner Terminal
Allot Gdns
Playing Field
Power Station
Horse Shoe Corner
Mean High Water
Pylon
Jetty
Landing Stage
Works


POTENTIAL STATION SITE
N
RAINHAM
Motor Works
Motor Works
Motor Works
Dagenham Breach
Works
Sewage Works
Fairview Industrial Park
Car Compounds
Rainham Creek
Ferry Lane
Rainham Rifle Ranges (disused)
Old Man's Head
Pontoon
Frog Island
Hornchurch Shoot
Jetty
Jetty
Jetty
Mast
Silt Lagoon
Common Watercourse
Rainham Marshes
Pipe Line
Silt Lagoons
Silt Lagoons
Wennington Marshes
Wennington Marshes
Wennington
South Hall Farm
Southall Bridge
East Hall Farm
Allot Gdns
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Sch
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Subway
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KEY
The Union Railway
Surface
Tunnel

Barking to the Thames

Thurrock: Purfleet and Aveley Marshes

Barking: Barking tunnel entrance and Alfreds Way

BARKING

After passing under Barking station in tunnel, the new railway will emerge on the surface, behind the Vicarage Field shopping centre, and climb from the tunnel entrance in a walled cutting, within the existing railway boundary.

Tunnelling beneath Barking station limits disruption to existing railways while the Union Railway is being built.

Precautions will be taken to limit disturbance from construction work as far as practicable. This will include using the existing railway route to Ripple Lane Freightliner terminal as the main route for materials and excavated earth, to keep construction traffic off local roads whenever possible. Tunnelling of the main, bored tunnel will be carried out from a site at Stratford.

BARKING TO DAGENHAM

Between Barking and Ripple Lane Freightliner terminal, two of the existing four railway tracks will be upgraded for the Union Railway.

The new railway will pass to the south of Ripple Lane Freightliner terminal, generally staying within existing railway land, but requiring the Renwick Road bridge to be extended south over the Union Railway. A temporary bridge will be provided during construction work.

A junction at Ripple Lane will allow Network SouthEast express trains to join the Union Railway, to provide rapid services between London and Kent. Running from central London on the proposed CrossRail line, these trains would run via an improved junction at Forest Gate, and on through Barking station to Ripple Lane. (See the adjacent panel for details of plans at Forest Gate.)

The chosen route avoids disruption to the Barking Reach development site, and a new London, Tilbury & Southend line station could be built in the area to serve this development, possibly replacing Dagenham Dock station.

A junction could be provided just east of Ford's Dagenham factory, linking the Union Railway with the freight terminal at Ripple Lane.

FOREST GATE

To enable Network SouthEast express trains from the proposed CrossRail line's central London stations to use the Union Railway to Kent, the existing junction at Forest Gate will be rebuilt. It could not otherwise cope with the extra trains. Trains would leave the CrossRail route at Forest Gate, and run through Barking station to a junction between the Network SouthEast line and the Union Railway near Ripple Lane.

To provide the new burrowing junction at Forest Gate, the ends of the gardens of a number of houses in the Hampton Road Conservation Area, near the Balmoral Road bridge and in Durham and Clarence Roads, will be acquired, and the bridge will be reconstructed.

DAGENHAM

The Union Railway will stay within the existing railway corridor through Ford's Dagenham Works. It will run just south of Dagenham Dock station.

The existing bridges at Kent Avenue and Thames Avenue will be rebuilt. Access to the southern end of Chequers Lane will be provided either by a road underpass replacing the level crossing, or by a new road via the Barking Reach development. Temporary bridges will be provided during construction work. A new bridge will be built over the Beam River.

DAGENHAM TO RAINHAM

From Dagenham to Rainham, the Union Railway will run along the south side of the existing London, Tilbury & Southend line.

The Manor Way level crossing west of Rainham will be replaced by a bridge, or by new road access from the west, which could help relieve existing traffic congestion. The new railway might encroach onto sewage works land at Rainham Creek.

RAINHAM

At Rainham, the Union Railway will stay on the south side of the existing railway, away from houses to the north of the existing line. It will run at a similar level to the existing railway, and will be twice as far from the houses.

Use of Ferry Lane, which has a level crossing of the existing railway, will change with the construction of the planned A13 road south of Rainham, and access will be maintained either by a bridge over the existing and new railways, or a diversionary road.

RAINHAM STATION

A number of possible sites for stations on the Union Railway have been put forward for discussion - the choices will be made after public consultation. One possible station would be at Rainham, incorporating the existing London, Tilbury & Southend line station. This could have direct services to mainland Europe. The station would be served by the planned A13 road south of Rainham, which will give fast access to the M25. The station would benefit future development on Rainham Marshes, and improve development opportunities in the surrounding area through improved access.

RAINHAM TO PURFLEET

From Rainham towards Purfleet, the new railway route follows the southern edge of the existing London, Tilbury & Southend railway on a widening of the existing low

Dagenham: Ford Motor Works at Dagenham Breach

embankment. The route has been chosen to follow a narrow margin along the edge of the Rainham, Wennington and Aveley Marshes, a Site of Special Scientific Interest. The railway between Rainham and Purfleet will have appropriate groundworks to avoid using any more land than necessary.

The planned A13 road will itself cross the marshes, running south of Rainham and crossing the railway near Wennington. Due to start construction during 1993, its bridges will span the new and existing railways.

Approaching Purfleet, the Union Railway route crosses Tank Hill Road, next to the existing level crossing. It continues on viaduct, crossing the Mar Dyke and the existing railway, north of the Mar Dyke estate. The viaduct will be about eight metres above the existing railway.

The route then runs across Botany Way, next to the Purfleet by-pass. Access to the industrial estate will be diverted. It continues along the south edge of the Purfleet by-pass in a cutting.

SOUTH ESSEX CONNECTION

A junction could be built between the new and existing railways, by providing link lines on the Rainham side of the level crossing. This would enable trains from/to the Grays and Southend direction to use the Union Railway for the London end of their journeys.

PURFLEET STATION

One of the possible sites for stations on the Union Railway, which have been put forward for discussion, is at Purfleet. The choice between the alternative station sites will be made after public consultation. The railway alignment here is suitable for a station, with good road access from the Purfleet by-pass, to take advantage of the nearby M25 motorway. A station would provide a stimulus for economic regeneration in the surrounding areas by improving access from the rest of Europe. Clearance of adjoining sites to make a station possible would create opportunities for development.

Thurrock: West Thurrock and Queen Elizabeth II Bridge

PURFLEET TO WEST THURROCK MARSHES

The railway will run between the Purfleet by-pass and High House, before passing on a viaduct over London Road, towards the Dartford Tunnel and Bridge approaches.

Approaching the A282 (M25) Dartford crossing, the new railway will cross the existing London, Tilbury & Southend railway. It will then pass over the northbound carriageway rising from the Dartford Tunnel, and directly under the viaduct approach spans rising to the Queen Elizabeth II bridge.

The railway route descends on viaduct towards the industrial area of West Thurrock close to the river, where it passes through walled cuttings. It then dips into a "cut and cover" tunnel (covered cutting) at the beginning of 3.2km of tunnel under the Thames, to the Broadness peninsula in Kent.

The new railway will go into bored tunnel before reaching the protected area for waterfowl on West Thurrock Marshes.

union RAILWAYS

OTHER INFORMATION AVAILABLE

These leaflets can be obtained from the Information Centres, or by writing to the address below:

- The Union Railway
- The Environment and the Union Railway
- Noise and Vibration
- Tunnelling
- The Union Railway and the UK
- Business Benefits from the Union Railway
- Consultation and the Union Railway
- Commuters and the Union Railway

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